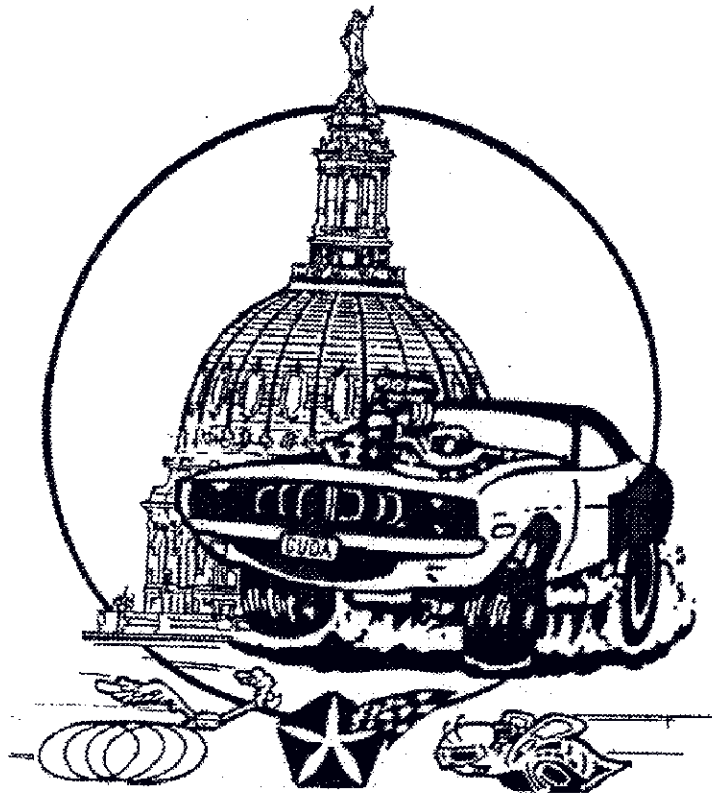


MOPAR MUSCLE CARS OF AUSTIN

Vol : 18 No: 3
March 2004



<http://www.mopar.org>



Mopar Muscle Cars of Austin

March 2004

Mopar Muscle Cars of Austin is a non-profit organization formed September 1986. The MMCA is "Dedicated to the restoration, preservation, and promotion of Chrysler built products." Monthly club meetings are currently being held the first Tuesday of every month at 6:30 PM Gethsemane Lutheran Church, Austin, Texas, located at 183 and Georgian Drive next door to the Humane Society.

The MMCA is open to all persons of good character. Yearly membership dues are \$15.00 per person. As a member, you receive a newsletter (Currently online at www.mopar.org) with free newsletter classifieds, a discount on parts at participating vendors, access to a network of Mopar parts and paraphernalia, and become eligible to attend club functions as well as show off your Mopar. Non-members may place an ad in the newsletter for a \$5.00 donation. Copies of the newsletter are available for a \$1.00 donation.

2003-2004 Club Officers

Office	Name	Phone	E-mail
Co-Presidents	Chris Ryon	(512) 833-5158	cfryon@earthlink.net
Vice President	Isaac Jackson	(512)	dovjack@sbcglobal.net
Events Director	Steve Lacker	(512) 442-1871	slacker@arlut.utexas.edu
Membership	Dustin Cloud	(512) 836-9490	hell_fish_65@hotmail.com
Treasurer	Harry Amon	(512) 345-5832	theamons@yahoo.com
Newsletter Team	Joe Hoppe	(512) 452-6400	daddiowjoe@yahoo.com

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Editorial

Time once again for me to start typing for your reading pleasure. Well, I hope it is pleasurable.

What a month we had. High winds, cold days, warm days. The weather could not make up its mind. Then, it snows. Real snow to boot. It was the kind that clumps to make nice snow balls or snowmen. It has been years since I have seen snow like that in Austin. I believe the last time was around 1986. I couldn't let this snow go to waste, I built a snowman. He was not a large guy, but he had a MoPar edge. He consisted of three sections. One made from the snow on the trunklid, one from the roof and one from the hood of my 70 Swinger. Although the snow didn't last long, it was fun while it lasted.

This Month

Our Annual Bastrop picnic with the San Antonio and Houston clubs are coming up. Also, the Lone Star Rod & Kustom Round Up is this month. If you dig pre 60's cars, this is the show to see.

Last Month

Snow. ☺

Dues Blues

Please remember to take a moment to send in your dues.

Amanda Presley
Tim Josserand
Mike Jones
Joe Hoppe
Robert Moseley
Dean Haight

Joe Matush
Bryan Hall
Dave Wolgast
Ron Peroni
Larry Robinson
Dave Haight

MMCA Discussion List is an easy way to contact club members, get technical advice, and find out about club events. To join send an email to mopar_muscle-subscribe@topica.com

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CALENDAR OF EVENTS

March 2004

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
	1	2 MMCA Meeting	3	4	5	6
7	8	9	10	11	12	13 Cruise 4 Kids
14	15	16	17	18	19	20 4 th Annual Georgetown Toy Run
21	22	23	24	25	26 Lone Star Round up	27 Lone Star Round up
28 Lone Star Round up	29	30	31			

Mar 2 – MMCA Club Meeting @ 6:30.

Mar 13 – Cruise 4 Kids- We are doing a police escorted cruise from south Austin to Lockhart for some of Texas best Bar-B-Q. 100% of all donations given will go directly for educational material for the kids through out this year. Rain or shine. For more info please check out or website http://www.showcars4kids.com/cruise_4_kids.asp or email me directly at <showcars@showcars4kids.com>

Mar 26- 28 – Lone Star Rod & Kustom Round Up. Open to all vehicles from 1960 and older. The location for this years Saturday car show will be at Festival Beach (just east of I-35, right on the shores of town lake). Details at <http://www.lonestarroundup.com/>

Mar 20 – 4th Annual Toy Run Show & Shine 8AM to 5PM. 1002 North Austin Ave in Georgetown, across from the football stadium. All Special Interest Cars and Motorcycles welcome. Participant Fee - 1 New Unwrapped Toy, No Spectator Fee - Toy donations accepted. For more information contact Leonard Booth 863-4308 or 863-3359

Apr 3rd – Bastrop Picnic. This is our yearly get together with the Houston and San Antonio Mopar clubs. We will meet at Callahans at 9am and caravan to Bastrop at 9:30am.

Monthly events:

RPM Raceway parking lot every Saturday night. Take the Business 35 exit.

Albertsons parking lot every Saturday night at the Y in Oak Hill.



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Chrysler ME Four-Twelve

Source: DaimlerChrysler

The spectacular quad-turbo, V-12 powered, mid-engine Chrysler ME Four-Twelve super car has roared onto the scene to shine as the most advanced Chrysler ever built.

The ultimate engineering and design statement, and a brilliant example of the Chrysler Group's capabilities, the ME Four-Twelve will establish a real-world performance record for a rear-wheel drive, mid-engine super car and may also set a record for lightening-quick vehicle development. Taking less than one year to complete from start to finish, the Chrysler Group partnered with some of the best in the business to assist in its development.

"The ME Four-Twelve has been one of the most closely guarded secrets, not only to the outside world but also within our organization," said Trevor Creed, Senior Vice President – Chrysler Group Design. "The idea for this machine was conceived as a spectacular follow-up to the Dodge Tomahawk shown last year. The big difference is that Tomahawk was a design statement. ME Four-Twelve, however, is as much an engineering statement as it is a design statement."

"ME Four-Twelve adds a new aura of performance to the Chrysler brand," Creed said. "It is aerodynamically honed, and it balances elegance and power. It exudes strength, performance and prestige. The ME Four-Twelve is Chrysler's own creative interpretation of the classic mid-engine super car architecture."

AMG Powertrain and Ricardo Clutch Transmission for Unmatched 0-60 Performance

The heart of the ME Four-Twelve is its all-aluminum, quad-turbo, 6.0-liter V-12 engine. With electronic sequential multipoint fuel injection and a 9.0:1 compression ratio, the ME Four-Twelve's AMG-developed engine delivers 850 bhp @ 5750 rpm, with 850 lb-ft. (1150 N-m) of torque between 2500 and 4500 rpm on premium unleaded fuel. The specific power output translates to 142 bhp/liter, and with a curb weight of just 2880 lbs. (1310 kg), the ME Four-Twelve has the weight-to-power ratio of 3.4 lbs/bhp – each of these sets new performance records and new benchmarks in the super car category.

And, befitting a machine that will play comfortably in the super car league, the performance of the ME Four-Twelve is stunning. In our projections and modeling, the ME Four-Twelve goes from 0-60 mph in 2.9 seconds, 0-100 mph in 6.2 seconds and it will blister through the quarter mile in 10.6 seconds at 142.0 mph. The estimated top speed of the ME Four-Twelve is 248 mph (400 km/h). The vehicle is designed and packaged to achieve outstanding thermal performance under extreme operating conditions. Its large capacity, high-efficiency engine-cooling system allows this engine to retain optimum thermal performance – a key advantage in the super

car arena.

The 7-speed Ricardo Double Clutch Transmission was developed specifically for this vehicle and features the latest double wet-clutch technology and electronic control strategy. The exclusive ME Four-Twelve transmission delivers uninterrupted torque to the rear wheels with 200 millisecond shift times.

Advanced Composite Structure, Cat-Quick Agility

The ME Four-Twelve's advanced, carbon fiber bodywork was designed to mate to a carbon fiber and aluminum honeycomb monocoque tub. Aluminum crush structures and chrome-moly sub-frames complete the ME Four-Twelve's rigid support structure. Taking advantage of its impressive racecar-like structural rigidity, the ME Four-Twelve's suspension, steering and brakes are engineered for super car performance. Overall, the vehicle's structure – consisting of multiple materials - achieves an ultra lightweight design with outstanding vehicle rigidity and complies with all US federal regulations related to impact testing.

The suspension is comprised of double wishbones, aluminum control arms, horizontally-opposed coil-over dampers with electronically controlled compression and rebound tuning, stainless-steel push rods and a blade configured anti-roll bar.

The power-assisted rack-and-pinion steering has an overall ratio of 16:1 with 2.4 turns lock-to-lock and a turning circle of 36.0 feet.

The ME Four-Twelve braking system features massive 15.0-inch (381 mm) ventilated carbon ceramic composite disc brake rotors with six-piston aluminum mono block calipers for superior braking performance during all driving conditions. The composite discs are sixty-five percent lower in weight than comparable cast iron rotors. This results in significantly reducing unsprung mass and improving shock damping response.

ME Four-Twelve wheels are cast aluminum: 19x10-inch front and 20x12.5-inch rear. Michelin high-performance radials are 265/35ZR19 in the front and 335/30ZR20 in the rear.

Ultimate Chrysler Engineering and Design Statement – to the Last Aerodynamic Detail

At just 44.9 inches tall, 78.7 inches wide and 178.8-inches long, the two-seat, mid-engine ME Four-Twelve has a striking presence – poised as if ready to pounce. The ME Four-Twelve carbon fiber body work has that "chiseled all from one piece" look, honed from hours of development in the Chrysler Group wind tunnel in Auburn Hills, Mich.

The computer controlled active rear spoiler articulates rearward 100 mm to increase down-force to a total of 925 lbs. (421 kg) at 186 mph (300 km/h), while achieving a



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competitive coefficient of drag (Cd) of 0.358. This results in unwavering stability at the ultra-high speeds of which ME Four-Twelve is capable. All body openings have been optimized to achieve maximum thermal performance. In addition, large vented front and rear wheel houses reduce lift as well as active and passive aerodynamic devices that have been implemented to provide stable vehicle performance at all speeds. Those devices include:

A front fascia splitter for increased frontal down-force

A fully developed underbody with integral rear diffuser to reduce lift and provide additional rear down-force

Formations in the belly pan forward of each wheel to aid in reducing lift

The decklid rear "ski-slope" formation improves rear down-force

Large rear grille integrated into the fascia helps ventilate air through the engine compartment

Cubic section at the leading edge of the front fascia helps air attach to the underbody and reduces lift

A Tasteful and Purposeful Interior Environment

Chrysler brand beauty and elegance has been blended with the function and form that are essential in the ultimate super car. For example, ME Four-Twelve's interior shows the carbon fiber structure of the body tub throughout, used for its light-weight attributes but refined in texture to fulfill the Chrysler brand promise. In addition, leather-covered sport seats, a tilt steering wheel, automatic climate control and a premium audio system are housed in a vehicle that is just as at home on the highway as it is on the race track. Unique features and elements include:

Carbon fiber seat structure with a total seat weight of just 27 lbs. (12.3 kg)

Competitive-in-class interior roominess with 37.2 in (942 mm) of headroom, and 42.7 in (1085 mm) of legroom

A large glass roof panel extends from the windshield to the rear header

Passenger-side adjustable foot support helps keep the "co-pilot" in position during extreme cornering maneuvers

This vehicle breaks the mold of the super car genre because its packaging can easily accommodate drivers in a wide range of heights. Ease of access to driving controls was a primary focus. For example, there are steering wheel mounted controls, including a column mounted F-1 racing style paddle shifter with aluminum shift paddles and centrally mounted driver controls.

"In terms of advanced materials, aerodynamic efficiency and vehicle dynamic performance, the ME Four-Twelve represents the ultimate engineering and design statement from Chrysler," said Wolfgang Bernhard, Chief Operating Officer - Chrysler Group. "It's everything we've learned about creating exciting, desirable automobiles. And, as such, it's not really a concept car but is, in fact, a prototype that will be road-ready by summer."



Average sticker price tops \$30,000

But automakers continue offering bigger discounts

By Greg Schneider / The Washington Post

The average sticker price of a new car or light truck last month topped \$30,000 for the first time as manufacturers raised prices and buyers chose cars and trucks with more expensive options, according to an analysis by Edmunds.com.

Carmakers gave with one hand and took away with the other, offering bigger discounts to lure customers and simultaneously raising suggested retail prices to make up some of the difference, said Jesse Toprak, director of pricing and market analysis at Edmunds.

Many buyers used the discounts to buy pricier vehicles -- moving up from a regular pickup to an extended-cab model, for example, because the discount made the option seem "free," Toprak said.

That's good news for domestic automakers, who make more money from add-ons and fancy trim packages than on basic vehicles.

"With the competition from the Japanese and the Germans and others, to be able to build in some differentiating value in the interior of the car and charge for the package does give them a profit margin that is otherwise being eroded," said David L. Littmann, an economist for Comerica Bank in Detroit.

Littmann credited "rising stock markets, rising confidence and rising employment" with encouraging consumers to buy more instead of just settling for a discounted price.

The average manufacturer's suggested retail price of a new car or truck hit \$30,481 in December 2003, up 4.6 percent from December 2002, the Edmunds survey showed.

Consumers don't pay the suggested price, though; factoring in every discount, the average price of new cars and trucks



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last month was \$26,077, or 14 percent below sticker price. That average rose steadily in the second half of the year, up from \$24,179, or 17 percent below the average sticker price, in July 2003, Edmunds said.

While buyers paid more, they were attracted to showrooms by increasing discounts. According to Autodata Corp., U.S. manufacturers offered average incentives of \$3,712 per vehicle last month, up 19 percent from the year before.

That didn't stop domestic carmakers from losing market share to foreign competitors, who also got away with far smaller incentives -- an average of \$1,224 per vehicle for Asian imports, and \$1,604 for Europeans, according to Autodata.

Sales figures coming out this week show that despite rising prices, U.S. automakers have yet to see the results in their bottom lines. General Motors Corp., considered the healthiest of Detroit's Big Three, earlier this week reported a sharp drop in fourth-quarter profits on vehicle sales. Ford Motor Co. is scheduled to report earnings today.

Over the coming year, U.S. automakers hope to gradually wean consumers off incentives, offering a great number of new products that they hope will sell without huge discounts. That should make pricing stabilize, Toprak said.

Chrysler, for example, is trying to break the current trend with its 2004 Dodge Durango, which is priced about \$2,500 less than a comparably equipped 2003 model but for which about \$4,000 less in rebates or incentives is available, according to Edmunds.

Chrysler recalls 2.7 million cars

The US's fourth largest carmaker says the older models could inadvertently roll out of parking positions if the gearbox was used with "abusive force"

Insisting the recall was a precaution, the vehicles, including Plymouth Breeze and Dodge Intrepid, will have their floor-mounted gear shifts upgraded.

There have been 127 accidents possibly caused by the problem, Chrysler said.

In addition there have been 17 alleged injuries and one fatality, added spokeswoman Angela Ford.

Another recall

"As a precautionary measure, the company will install

stronger components to better withstand abusive force," she added.

The 2.7 million cars being recalled across North America were mainly built between 1993 and 1999.

Separately, Chrysler said it was also recalling around 21,000 of its 2004 model Dodge Durango sports utility vehicle in order to replace a throttle cable.

This is the second recall affecting the Durango since it went on sale on 15 November last year.

The announcements come after Chrysler's German American parent company DaimlerChrysler announced a substantial drop in quarterly operating profits last October.

Japanese competition

The 1.25bn euros (£871m, \$1.46bn) figure was down 19% from 1.54bn euros reported in the third quarter of 2002 and fell short of analysts' expectations.

The Chrysler division itself has recently experienced a tough time in North America and has lost its third place in the sales league to Toyota.

Overcapacity and low productivity compared with its Japanese rivals also hampered performance.

Overall, DaimlerChrysler posted a net loss of 1.65bn euros (\$1.92bn, £1.15bn) in the third quarter of 2003, although part of this was due to writing down the value of its stake in European aerospace company EADS by 2bn euros.

The group, which sold 1.1 million vehicles worldwide in the quarter, employs 375,000 people worldwide and has other brands including Mercedes-Benz, Maybach, Jeep and Smart.

Continuing efforts

Although well into a three-year overhaul, it has still to see the promised results of the 1998 merger between Germany's Daimler-Benz and US Chrysler that created it.

In those five years, Daimler Chrysler has lost more than two thirds of its stock market value.

It has also recently faced legal action in the US from disgruntled shareholders who claim that the merger of the two firms was actually a takeover by Daimler.

Member Advertisement Section

Items For Sale

Mopar Muscle Cars of Austin 10th Anniversary License Plate Frames.

These are metal frames with black-on-white lettering. Frames are now officially real cheap!. **Contact Harry Amon (512) 345-5832** and he might just give you a pair (or charge \$5 each, \$8 for a pair). 12/98

Mopar Muscle Cars of Austin gift store

Check out the many item in our new gift store. From T-shirts to beer mugs to lunch boxes, it's got it all. Go to www.mopar.org and click on "SHOP".

68-69 Coronet R/t Or 500 Trunk Trim, Stainless steel trunk edge trim \$100
Email Aria - deity@ariakristen.com

1966 Dodge Coronet 500, 383 4bbl, 400 not running yet, 727, 8 3/4, headers and duels, auto on the floor, Red/White. It's a straight, solid, west Texas car, doors and glass all operate smooth and tight, it has a small rust spot (baseball size) on the pass rear 1/4, Complete new white/black interior, all chrome and stainless trim intact, 70's American Racing rims (BBS like, honeycomb), orig. bias ply tires. Very complete car. Currently being restored, I'd just like to get what I have in it - \$3500 OBO or trade for what I really want 67-72 Dart with a V8 and hopefully a manual trans. email me at chris.ryon@parsons.com for photos.
Chris Ryon 512-699-0629 07/03

'94 Dakota SWB V-6, dark blue, gray leather, Mark III conversion, auto, A/C, PS, PW, PL, Tilt, Cruise, AM/FM/Cassette, bed rails, sliding rear window, fender flares w/integrated running boards, bedliner, extended range fuel tank, alloy wheels, good set of 265/50x15 TAs, 115K miles, Clear title.
Kelley Blue Book value is \$3305 in fair condition, MMCA price \$2750. Known mechanical flaw is electrical with rear ABS. Price reflects discount for this problem.
Steven Dykes jsdykes@swbell.net 10/02

Parts for sale: 66 black A-body bucket seat backs. \$20 each
66 black A-body door panels(rough with good vinyl, needs new backing) \$50 pair
65 Barracuda drivers side rear wheel molding. \$15
65 blue Barracuda fold down rear seat(needs recovering) \$65
Tuff Wheel horn button. A few small cracks. \$10
1985 Dodge Diplomat patrol car. No motor. Make offer.
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1/03

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-Big block heads, 2 each. Casting:
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Larry Robinson (254)770-9952 05/03

Items Wanted

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1964 Plymouth Valiant
EMAIL bug123@ev1.net (4/02)

Help Wanted/Given

Need help rebuilding a 273 engine. Also, need help with minor bodywork to fix a few rust spots on a 65 Barracuda.
Contact Dustin Cloud at hell_fish_65@hotmail.com
10/02

Computer and some HTML help given. I will be glad to help any club members that need a hand.
Contact Dustin Cloud at 680-9958 12/02

General auto help available, looking to gain mechanical experience. I'll try to work around my busy schedule.
Joe Hoppe 452-6400 01/03

!!! NOTE !!!

Please keep your ad current! Call or email the newsletter editor with new ads and corrections. All MMCA members may place ads free of charge.

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